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COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO. 442

TOPIC 1. International Transit Traffic through the Soviet Zone of Germany  
2. Volume of Passenger Traffic  
3. Stocks of Serviceable Passenger Cars

EVALUATION [REDACTED] 25X1A

DATE OF C [REDACTED]

DATE OBT [REDACTED]

REFERENCES \_\_\_\_\_

PAGES 4 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

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25X1X

Excerpts from reports sent by the Directorate General, Railroads, in Berlin, to the SCC Transportation Division in Karlshorst.

1. By request of Lieutenant Colonel Nikulin (fnu), the following information on international transit traffic through the Soviet Zone of Germany was transmitted on 23 April 1951:
  - a. Since 20 December 1950, fast rail motor cars operate between Berlin and Prague. The cars required are furnished by the Soviet Zone State Railroad. (1) The direct coach between Berlin and Kosice will continue to run during the operational year 1951/1952.
  - b. Since 20 May 1951, the connection between Warnemuende and Budapest via Berlin has been maintained by a direct coach operating daily. While the summer timetable is in force, the direct coach will be furnished by the Soviet Zone State Railroads. It will be furnished by Hungary during the duration of the winter railroad schedule.
  - c. Effective 20 May 1951, one sleeper coach of the Mitropa and the CFR (Rumanian State Railroads) will operate twice a week from Warnemuende to Bucharest via Berlin, Prague and Budapest. In addition to these sleepers, one direct coach will operate four times a week on this line. The coaches will be provided in turn by the Soviet Zone of Germany and Rumania. Effective 20 May 1951, the direct coach operating between Prague and Copenhagen via Berlin and Warnemuende will be suspended because the Danish State Railroads have cancelled the contract concluded on 4 March 1948. The Danish State Railroads took the action as the direct coach proved to be uneconomical because of insufficient utilization. They have stated that they are prepared to carry passengers on the railroad freight ferries operating between Gedser and Warnemuende. In early May, negotiations will be resumed with the Danish State Railroads with the aim to arrive at a new agreement concerning railroad ferry traffic between Warnemuende and Gedser. (2)
  - d. When a new timetable becomes effective, the sleeper and direct coach previously operating between Berlin and Warsaw will operate as far as Brest Litovsk with an immediate connection in the direction of Moscow. At the same time, a direct mail ~~car~~ will be employed between Brest Litovsk and Berlin.

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- c. Effective 20 May 1951, the direct coach between Berlin and Hook van Holland previously attached to the express train, D 11/112, will operate from Hannover to Bentheim via Gsnabrueck. This measure will make it possible to eliminate one direct coach.
- f. Effective 20 May 1951, the German State Railroads will furnish the direct coach operating between Ostende and Berlin.
- g. From the beginning of the operational year 1951/1952 to 6 October 1951, a direct coach operating between Berlin and Rome via Hannover, Sohra, Frankfurt/Main, Basel and Milan will be furnished by the Soviet Zone of Germany.
- h. The sleeper which has so far operated once a week between Stockholm and Berlin will continue to run.
- i. During the operational year 1951/1952, there will be no change in the interzonal traffic except for the fact that the coaches for express train D 63/64 will be furnished by the Soviet Zone Railroads. Negotiations with the Western German railroad authorities are under way to find out whether sleepers and dining cars may be used in through interzonal traffic. It is intended to attach sleepers to express trains D 2/1 from Berlin to Frankfurt/Main and D 149/150 from Munich to Berlin and dining cars to express trains D 109/110 and PD 111/112 operating between Berlin and Cologne.
- j. Receipts from and volume of international and interzonal railroad operations:

## (1) Receipts from international operations in eastmarks:

	November 1950	December 1950	January 1951
Traffic from the Soviet Zone of Germany to foreign countries	5,808.69	6,132.30	10,618.52
Traffic from foreign countries to the Soviet Zone of Germany	5,577.20	20,100.19	6,240.06
Total	11,385.89	26,232.49	16,858.58

## (2) Number of passengers carried in interzonal traffic:

November 1950	1,099 passengers
December 1950	1,119 passengers
January 1951	1,051 passengers.

## (3) Number of trains employed for international operations:

November 1950	60 trains
December 1950	60 trains
January 1951	124 trains.

## (4) Number of passengers carried to the Leipzig Spring Fair 1951:

By interzonal trains	3,335	in 1950:	11,600
By international trains	91	in 1950:	262
Total	3,426		11,862

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## (5) Receipts from interzonal traffic in eastmarks:

November 1950	839,900
December 1950	982,400
January 1951	1,550,000

## (6) Number of passengers carried in interzonal trains:

November 1950	80,985
December 1950	111,490
January 1951	106,308

## (7) Number of trains employed for interzonal operations:

November 1950	360
December 1950	372
January 1951	372

## 2. By request of the SCC of 5 July 1951, the following information on the volume of and receipts from passenger traffic was transmitted:

## a. Number of scheduled passenger trains:

April	143,714
May	156,108
June	164,320
<u>Total</u>	<u>464,142</u>

## b. Number of train km run:

April	7,646,017
May	8,189,153

## c. Number of passengers carried:

April	80,102,052
May	83,104,608

## d. Receipts from the transport of luggage:

April	448,261 eastmarks
May	512,288 eastmarks

## e. Amount of luggage carried:

(1) in units	April	101,116
	May	107,191
(2) in weight	April	2,282,472 kg
	May	2,387,301 kg

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- f. Receipts from passenger traffic broken down according to railroad district in eastmarks:

	April 1951	May 1951	
Berlin	6,817,250	8,836,114	
Cottbus	2,165,667	2,625,651	
Dresden	10,405,322	12,514,465	
Erfurt	8,073,077	8,839,682	
Greifswald	2,629,270	3,267,149	
Halle	7,357,803	8,626,847	
Magdeburg	4,862,587	5,762,925	
Schwerin	3,642,075	4,339,719	
	45,953,051	54,862,552	(3)

- g. Number of serviceable passenger cars

	Express Train Coaches	Fast Train Coaches	Passenger Train Cars	Total
Berlin	257	61	928	1,246
Cottbus	4	12	275	291
Dresden	29	83	1,165	1,277
Erfurt	24	38	931	993
Greifswald	20	6	307	333
Halle	21	22	903	946
Magdeburg	15	11	573	599
Schwerin	59	-	288	347
	429	233	5,370	6,032 (4)

- h. Utilization of trains in percentages

Regional Railroad district	Express Trains	Passenger Trains	Commuter Trains
Berlin	110	105	110 to 180
Cottbus	97 to 120	93 to 132	101 to 137
Dresden	100 to 120	100 to 140	130 to 180
Erfurt	105 to 136	110 to 120	130 to 200
Greifswald	90 to 200	95 to 150	90 to 140
Halle	100 to 120	70 to 100	100 to 180
Magdeburg	80 to 100	90 to 120	120 to 150
Schwerin	90 to 120	90 to 120	110 to 150 (5)

## 25X1A [REDACTED] Comments.

- (1) The establishment of this fast connection last year was reported previously.
- 25X1A [REDACTED] The train is designated "Train of Peace and Friendship with Czechoslovakia".
- (2) The volume of freight traffic carried by the freight ferry operating between Gedser and Tonnemunde amounts to an average of 16 freight cars daily in each direction.
- 25X1A [REDACTED]
- (3) In July 1950, the receipts of the Soviet Zone Railroads amounted to much more than 60 million eastmarks. The amount was exclusive of the intake on the Berlin intraurban railroad (S-Bahn). [REDACTED] The figures 25X1A contained in the present report indicate that either the number of seats has decreased considerably or that they were intentionally minimized vis-a-vis the Soviets.
- (4) On 3 October 1950 the following numbers of serviceable cars were available: Express train coaches: 476; fast train coaches: 211; passenger cars: 5,766.
- 25X1A [REDACTED] These figures indicate that the stocks of serviceable passenger cars have decreased by more than 400 cars.
- (5) Both reports show the close control exercised by the Soviets over the Soviet Zone Railroad system.

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